

# LAYLIN'S QUEER RULING.

Secretary of State Laylin made a curious ruling today that may have the effect of causing trouble at the coming election. It is provided that the presiding judge at the polls "shall be chosen from the Judges of the dominant party in such precinct as determined by the next preceding election." The Secretary, as Chief Supervisor of Elections, holds that the general results in the precinct shall control this determination. According to his ruling it will not suffice that Governor Pattison carried the precinct, which was true in hundreds and hundreds of them all over the state.

His plan is that the Judgeship shall go to the party which elected most of the candidates, and that the head of the ticket shall count only as one candidate. It is different when it comes to placing the tickets upon the ballot as the law provides that this result shall be determined by the vote for the head of the ticket. Because of this fact the Democratic ticket will lead the ballot this year. But why it does not apply to precinct as well as the state no one but Mr. Laylin appears to know. That this ruling is likely to cause confusion is apparent upon its face. There are 4,230 voting precincts in the state and a separate ruling will have to be made upon each. Whether this is to be done by the Boards of Election or by the Judges themselves is a matter not yet decided.

# PASSENGER RATE DOWN.

Passenger rates have gone to smash in the Central Passenger association territory.

The Hocking Valley will announce a flat rate of \$6.30 to Chicago instead of the present rate \$8.35, the Ohio Central will do likewise and all the smaller roads in this territory will get down to a flat two-cent basis to points outside of Ohio as well as in the state in order to meet the competition which the new mileage books issued November 1 by the Pennsylvania will cause.

Among other roads that have taken part in the fight are the C. H. & D., which will give a two-cent rate to Indianapolis, to Decatur, Illinois, and to other points, the present rate outside of Ohio being three cents.

At the meeting of the Central Passenger association held Wednesday in Chicago to discuss routine matters, the situation was brought to a head by Captain Fisher, representing the Hocking Valley and incidentally speaking for the smaller roads. He took exception to the announcement of the Pennsylvania that C. P. A. books would be sold at \$25, with a rebate of \$5.00, or in other words at a flat two-cent rate for the whole territory.

"It looks to me," said General Passenger Agent Fisher, "as if this was but the beginning of a two-cent rate throughout the C. P. A. territory. The action of the Pennsylvania, of course, precipitated the matter, but the general trend of events since the two-cent rate went into effect in Ohio has been toward a two-cent fare throughout the whole territory. The smaller lines in Ohio will not be affected by this move as they are already down to that basis."

Captain Fisher said that in the future if his road wished to arrange a special rate for conventions or excursions it would be able to do so without the aid of an expensive bureau.

The opinion of passenger men in this city is that the action of the roads at Chicago Wednesday means the dissolution of the power law agency for holding up rates, the Central Passenger association, and a case of every road for itself, subject for regulation only to state and interstate laws. One effect will probably be the return to old excursion rates next year. The C. P. A. territory includes the region north of the Ohio from New York to the Mississippi.

# THE MEANING OF HOME RULE

Home rule as applied to the temperance or liquor question, means just exactly the same thing as when applied to any other question, i. e., that the people shall decide. And any citizen, class or interest that is opposed to the people sitting in judgment with regard to anything and everything affecting their interests, does not understand the meaning of "Americanism"—is seemingly unaware of the fact that this is "a government of the people, for the people and by the people."

Advocacy of country local option, for instance, does not necessarily imply that the advocate is an enemy of the liquor interests. Rather he is a citizen, a believer in home rule, and would not only submit the vexatious liquor problem to the people for settlement, but stand by the people's decision, whatever it proved to be.

And in giving consideration to the utterances of Samuel A. Hoskins, Democratic candidate for secretary of state, the fact must not be lost sight of that Mr. Hoskins simply adds the liquor or temperance question to the many other important measures with which the machine politicians have been "dilly-dallying" for many years, and says the people will be permitted to decide in event of Democratic victory. Thus county local option is a part and parcel of the "home-rule" program endorsed by the late Governor Pattison and so ably advocated by Samuel A. Hoskins.

Whether the machine politicians will be permitted to rule or whether the people themselves will pass upon all measures affecting their interests, is a question that must be decided on November 6. Do you fear the people? If so, vote the Republican ticket nominated by Dick, Foraker and Cox, and the horses will decide for you. But if you have confidence in the people, if you believe in majority rule, if you believe in true American citizenship, you will give indorsement to home rule by voting the Democratic ticket.

## Result of Neglect.

In most cases consumption results from a neglected or improperly treated cold. Foley's Honey and Tar cures the most obstinate coughs and prevents serious results. It costs you no more than the unknown preparations and you should insist upon having the genuine in the yellow package. Bort & Co.

## South Eastern Ohio Teachers' Association.

The annual meeting of the South Eastern Ohio Teachers' Association will be held in Ewing Hall, Ohio University, Athens, Ohio, Friday-Saturday, October 26 and 27. The principal speakers will be Dr. M. V. O'Shea of the Department of Education in the University of Wisconsin, and Dr. Charles A. Mc Murry, Acting President of the South-Western State Normal School, California. O. Dr. O'Shea will lecture Friday evening on "Suggestion in Education and Life" and address the Association on Saturday morning on "Dynamic Education." Dr. Mc Murry will speak Friday afternoon on "The Basis for a Simplified Course of Study" and Saturday forenoon on "The Unit of Study in Classroom Work." It would have been difficult for the committee to have secured two men better known and better equipped to render good service to the teachers of this section of the state.

The Association includes the teachers in Perry, Hocking, Vinton, Meigs, Gallia, Jackson, Lawrence, Athens, and Fairfield counties, and every teacher in these counties should plan to attend this grand educational rally. It has been customary for the large majority of the Boards of Education in these counties to excuse on pay all teachers who will attend the association, and they could not do a better thing for their schools.

The program may be obtained from Prof. C. M. Copeland, Ohio University, Athens, O. Those who wish to have their entertainment, arranged for in advance should send their request to Dr. F. P. Bachman, Ohio University, Athens, O.

## THE ENEMY BEHIND.

New Hunter in Africa Was Saved by His Eyeglasses.

In writing of his hunting adventures in Nubia in Harper's, Captain T. C. S. Speedy tells how he was saved from the attack of a native by the reflection in his glasses.

"After a slight refreshment I spread my sheepskin rug a couple of yards off and, turning my back to the fire, kept a lookout in front, as owing to the precipitous stony cliff that rose on three sides of our camping ground I found it was next to impossible for any one to enter except in that direction. Suddenly a log which had been charred quite through fell asunder, throwing out a large shower of sparks, while a bright flame shot upward. To my surprise I beheld before me an extraordinary sight which held my attention fixed, though for a moment I did not realize what I saw. Immediately before my eyes was the diminutive figure of a native, evidently, from his mop of hair, one of the Hadendona tribe, but only about two inches in height, spear in hand, which he was quivering up and down as if on the very verge of striking a blow, a fiendish grin forcing his countenance. My astonishment lasted but an instant. I quickly perceived that this was the reflection in my spectacles of an enemy behind me, who must have slipped in while I was dozing, and that I was the object of the aim which in another second would have proved fatal. There was no time either to rise or turn, but, flinging myself backward, I seized the savage by his foot and, pulling him forward, happily upset him on his back and closed with him.

"The excitement and breathlessness of the struggle prevented me from calling out, especially as I had at first great difficulty in retaining my hold of my foe, owing to the slipperiness of his greasy skin, but the sand which stuck to him as we rolled over and over together soon enabled me to obtain a better grip. Luckily in our rough and tumble contest we knocked up against one of my hunters, who, although sound asleep till that instant, was on his feet in a twinkling and quickly settled the matter by slipping a cord around the elbows and legs of the man, who was thus secured."

## Shelley and Butter Cakes.

Shelley called on Southey one afternoon and found the latter and his wife at tea. Southey evinced such an appetite for buttered cakes that Shelley was shocked and at last broke out with: "Southey, I'm ashamed of you! It's horrible to see a man like you greedily devouring this nasty stuff!" Mrs. Southey came to her husband's defense with a long tirade, during which Shelley, abashed, put down his face and curiously scanned the cakes. He broke off a bit and ventured to taste it. Then he began to eat as greedily as Southey himself. When he went home his verdict on the cakes was summed up in the report of Harriet Westbrook, to whom he was engaged: "We were to have hot tea cakes every evening 'forever.' I was to make them myself and Mrs. Southey was to teach me."

## The Great Problem of Tomorrow.

A scientist tells of the energy the earth receives from the sun: "When the sun is nearly overhead he delivers power at the surface of the earth at the rate of more than two horsepower for each square yard of surface. Even after deducting the loss occasioned by the absorption of the earth's atmosphere, it is still true that each square yard receives when the sun is shining the equivalent of one horsepower working continuously. This means there is delivered on each square yard an energy able to lift a weight of 33,000 pounds one foot in one minute, and this power is continuous. On the broad, sunlit plains of Arizona the sun delivers an equivalent of mechanical energy which, expressed in horsepower, would seem almost infinite. A small part of it would suffice for the whole world's work. Why is it not set to doing this work? This is the problem of tomorrow."

## An Ill-Timed Lecture.

"There was once a minister in Hartford," said Mark Twain, "who had a lot of boys in his Sunday school who were in the habit of staying away on the Sunday when the big steamer City of Hartford docked in the morning. One Sunday the minister came down to Sunday school and found all the boys there. He was profoundly affected. 'Boys,' he said, 'you cannot imagine how much this exhibition of loyalty on your part to the Sunday school affects me. When I came by the dock this morning and saw the City of Hartford there—'

"'Gee whiz!' shouted the boys in chorus. 'Is he in?' And they left in a body."

## A Thoughtful Officer.

Some years ago a battery of artillery was at gun practice at Bermuda. One of the guns, a thirty-eight ton, was found to have a serious flaw. The officer in charge, not caring to risk half a dozen valuable lives, inquired, "Sergeant, have we any time expired men here?" "Yes, sir," answered the sergeant. "John Jackson has just completed his time." "Well, then," replied the thoughtful officer, "John Jackson will fire the gun." And John Jackson did fire the gun, happily with no fatal result.

## RIGHTS UNDER A PATENT.

Each of the Three Constitutes a Separate Monopoly.

To make, to use and to sell are the only ways in which an invention is capable of commercial enjoyment. The patentee can, if he wishes, sit down and not only not use the invention himself, but prevent others from making or using or selling the patented thing. If any one else makes, uses or sells the subject of the patent the courts will grant the patentee an injunction against further infringement and a recovery of the profits made.

Each of these three rights—to make, to use and to sell—is a separate monopoly and may, by proper instruments, be granted or sold separately. For instance, a patentee of a machine could grant to a manufacturer the exclusive right to make the machines for him (of course under proper restrictions as to price, etc.), and the manufacturer would be an infringer if he used the machines or sold them to others. The patentee could then grant to a jobber the exclusive right to sell the machines (reserving proper compensation to himself, such as a percentage of the profits), and the jobber would be an infringer if he either made or used the machine. The exclusive right to use the machines could then be granted to a given consumer, who in turn would have no right to make or sell the machines.

The exclusive right to use an invention for each of several given purposes can be separately sold. For instance, a patentee of a process for making watch dials not only sold the exclusive right to make watch dials by that process, but he also sold to a separate company the exclusive right to use the process in making enameled signs under the same patent. The watch manufacturer would have been an infringer if he had made signs and, vice versa, the sign manufacturer would have been restrained from making watch dials.

A process of drying gunpowder was found to be applicable to drying breakfast foods, and the owners, after getting all they had ever looked for from the patent from the gunpowder rights, reaped a second and unexpected harvest from the sale of the rights for breakfast foods. The rights under a patent for a machine can be divided in the same way.—Edwin J. Prindle in Engineering Magazine.

## Stones in Queer Places.

A round stone is found in the joints of certain kinds of bamboo. This is called "tabasheer" and is supposed to be deposited from the siliceous juices of the cane. Another curiosity of this sort is the "coconut stone," found in the endosperm of the coconut in Java and other East Indian islands. It is a pure carbonate of lime, and the form of the stone is sometimes round, sometimes pear shaped, while the appearance is that of a white pearl without much luster. Some of these stones are as large as cherries and as hard as feldspar or opal. They are very rarely found and are regarded as precious stones by the orientals and as charms against disease or evil spirits by the natives. Stones of this kind are also found in the pomegranate and in other East Indian fruits. Apatite has also been discovered in teak wood.

## Insects and Odors.

The ordinary perfumes of everyday life have a distinct use in the destruction of microbes, and this is especially the case with some of the essential oils which are used in cooking and in medicine. Cinnamon, which is so universally used for flavoring, will kill some microbes within a quarter of an hour, and it has long been reputed as advantageous in the destruction of the bacillus of typhoid while still out of the body, perhaps a very different thing from the bacillus when it is inside our anatomy. Cloves, too, can destroy some specimens of bacteria in rather more than half an hour, and the common wild verbena has a similar action in about three-quarters of an hour, while geranium flowers have a similar action, though it takes rather longer to develop it.

## The Lobster an Idiot.

The best naturalists remain timorous enough and hesitate to dogmatize. Take the case of the lobster. Poke him here, he does this; poke him there, he does that; poke a thousand of him in the same way, and they do the same things. Shall we therefore conclude that the lobster lacks mentality, that he's a mere machine and that he doesn't even know he's a lobster? By no means. All we can affirm with scientific justice is that apparently—and only apparently—he is an idiot. The way to know for sure is to be a lobster!—Boston Transcript.

## Amateur Essays.

Apocryphal education there is no more utter waste, whether on board schools or those of children. A poultry paper quotes a little boy's effort on that subject. "Geece is a nasty animal, for they will jump up your back and beat you with their feathers," writes this budding literary genius, and "the turkese is a large kind of hen." This may be an extreme instance, but it furnishes the text for an essay on "geeece" of quite another kind.—London Sketch.

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Worrying over the stove problem? Then why not let us help you settle it. It is hard to judge how much coal a stove will burn by reading the description in the manufacturer's catalogue. It's hard, too, to tell just how well a range is going to bake by looking it over on the dealer's floor.

But it is unnecessary, nowadays, to buy stoves on that basis. You can be sure of stove satisfaction if you accept our trial offer in connection with the L-W line. We will set up in your home any L-W Stove or Range you may select from our stock (or we will send for the model you want if we haven't it.) And you can try that stove or range for 60 days before deciding whether to keep it. If you don't keep it, we will refund the full purchase price, take the stove away, and you won't be a cent out.



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are the result of years of effort to produce good stoves at moderate prices. Thousands of satisfied users in all parts of the country testify to their economy and serviceability. Built first for lasting service, they are yet as handsome in appearance as any of the show stoves on the market. They have every improvement that experience has shown the value of, and they are in every way better than any other stoves or ranges it is possible to get for anywhere near the same price.

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This is the L-W Sun Oak, the most perfect type of heating stove ever designed. Burns hard or soft coal or wood with equal economy and satisfaction. Handsome, serviceable and durable—an ornament to your home, and a profitable investment.

## HINT TO THRASHERS

REASONS THAT THEY SHOULD BE  
HIGHWAY BUILDERS.

None More Eligible to Become Good Roadmakers, as They Are Generally Hustlers—How Their Traction Engines Can Be Used in the Work.

The following paragraphs are from a paper prepared for the southwestern Thrashermen's convention by State Highway Commissioner Horatio S. Earle of Michigan. Limits of space forbid the publication of the entire paper, but the suggestion to thrashermen to go into the road building business is an interesting proposition, says the Good Roads Magazine.

Why good roads are wanted and why they are needed by the owners of farms, of factories, of mines and by producers of any other material requiring transportation can be given in one word—elimination.

The reason thrashing machines are employed to separate the grain from the straw is for the purpose of elimination—that is, it is cheaper to thrash this way than by the use of the flail or best stamping process, and so a portion of the cost of thrashing is done away with and the money remains in the hands of the grain producer.

There is no sentimental reason for wishing to cut out a portion of the cost of thrashing or of transportation. It is simply an aviciousness, a very commendable quality in a man if only coupled in right proportions with the Golden Rule doctrine. If it costs \$2 to draw one ton to market over a bad road and only \$2 to draw two tons over that same road when the road has been made good, then the good road is the machine with which to do the thrashing—that is, with which to eliminate a portion of the cost of transportation, provided it doesn't cost more for the machine and its repairs than is saved by its use.

Every bad road is a toll road. Although you may not be compelled to drive under a shed and hand to an old cripple your cash before going through the gate, yet the toll is collected just the same by Cripple Mud or Cripple Sand, who are found along the way. They collect the difference between the cost of transportation over a bad road and over a good one, and this difference is never less than one-half the cost of hauling over a bad road. So a farmer who hauls his produce to market over a bad road if it cost him \$100 a year to haul has paid \$50 of this amount as toll to Cripples Mud and Sand.

No one is more eligible to become a good roadmaker than the thrasher. In the first place he is generally a hustler. He has to be in order to be successful in his business, for thrashing doesn't last the year round, and he has to be up and doing while it does last. If anybody obeys the old maxim, "Make hay while the sun shines," it is the thrasher. Next he has a traction engine, whose power can be used to pull the plow or gang, to haul the stone and gravel and to crush the stone and roll the road. He has the time, too, in spring and early summer as well as in the fall to attend to this work.

"Every good has his day," and the good roads day is here. The thrasher who gets a sample permanent road to build and does it well with the advice and help of a technical practical road builder will not only learn how to make good roads, but will create a sentiment for them which will furnish him employment just as long as he continues to do well what he undertakes. He can work out the statute labor for the taxpayer by hauling gravel with his traction engine, and as soon as the taxpayer sees how much more good the gravel does than the worn out earth that he has been scraping out of the ditches year after year and piling up in the center of the road he will not fail to get "Mr. Thrasher" Good Roadmaker to do his road work for him every season.

## Good Roads For Autos.

Robert P. Hooper, the new chairman of the good roads committee of the American Automobile association, recently went to Chicago from New York for the purpose of conferring with President John Farson and several other western advocates of the good roads movement, says the New York Times. Secretary Graham said that Mr. Hooper's committee intended to pursue a more vigorous policy toward exerting the automobile influence for better highways than had been the case in the past. Mr. Hooper is a member of the Germantown Automobile club, near Philadelphia, and his pet project now is the furtherance of the plan to build a macadamized state highway from Philadelphia to Pittsburgh, a distance of 248 miles. All of the automobile

clubs of the state are working toward that end. Not content with this Pennsylvania road, Mr. Hooper has also prepared a rough plan for a continuance of the highway from Pittsburgh to Chicago. New York and New Jersey automobilists are still discussing plans to improve the roads between New York and Philadelphia.

## Value of Cement Gravel.

Many of the roads in the neighborhood of Savannah, Ga., have been improved with a cement gravel, which is said to resemble asphalt in its finished condition. The cost has averaged about \$3,500 per mile, and sections that have been in use for eight or ten years are reported to be in good condition at present. Gravel, marl and clay are the constituents of these roads, as they are of good concrete. There are about thirty miles of this kind of roadway already constructed, and as a result there has been added to the taxable property of the city about \$500,000 for automobiles alone.

## ISOLATED BY MUD.

A Journey Over Some Country Roads in the West.

A writer for a paper who recently took a journey by wagon in a western state describes the condition of the roads in a certain county as follows: "Whenever we passed a farmhouse some man would come out to see the time of day. They all had leisure to burn, it seemed, during these gloomy muddy days. Near a creek where the bottoms were wet flooded a farmer said ours was the first wheeled craft that had been along that road in some time. He said he had lived in those parts thirty-one years and this was the first season he had ever been completely marooned. But for the loyal mail carrier the world would have been nearly thirty days ahead of him.

"The mud coiled up stubbornly on the wheels, ever increasing like a roll in snowball. Time and again the driver and his passenger had to get down in the mud and with fence rails



MAIL CARRIER'S DESOLATE JOURNEY.

and boards pry the sticky stuff off by main strength. In some places the pulling was so difficult the horses would have to stop and rest every twenty-five feet. The axle was often dragging mud and above it. When they struck the yellow clay the horses' hoofs would come out with a noise like the crack of a pistol.

"Good roads!" was the prayer of every farmer along the murky journey. They feel deeply certain that something ought to—must be—done, but are helpless in devising a remedy. Of course every man has an idea, some of apparent practicability. "You fellows over in town growl because it hurts your trade," remarked an intelligent looking man at the gate of a neat cottage home, "but what do you think it means to us? We're shut up here like castaways on a desert island week after week and can't even think of getting to church, let alone going to town with stuff to sell. It seems to me that if you people wanted to do business with us you'd lend a hand to help us to get to you."

## A MISSOURI COUNTY IDEA.

Novel Method of Encouraging Road Improvement.

Among the unique methods of promoting interest in good roads is that adopted by citizens of Saline county in Missouri, says Walter Williams in the St. Louis Globe-Democrat. From Marshall, the county seat, has been mailed to the farmers of Saline county a circular letter setting forth the plan. The plan proposes to assemble at Marshall on a certain day all the farmers who get their mail at that town. They are asked to bring with them each a drag and team of horses. The farmers thus assembled are to be divided into groups, and each group is to drag and otherwise improve that day from three to five miles of a county road leading into the town of Marshall. The citizens of Marshall are to supply assist-

ance in money, teams and otherwise. It is expected that much road improvement will be accomplished by this one day's naited work.

As an added inducement, a photograph is to be taken of the thousand farmers and their teams who are looked for in Marshall on that day. This will be taken in sections four feet by eleven inches in size, and a copy of the photograph will be furnished free to every participant in the road dragging. It will be called "The Good Roads Legion of Honor," and the promoters of the plan say it will be the most wonderful photograph ever taken in the state of Missouri.

## Use of Steam Road Rollers.

In reply to an inquiry by W. Pierpont White, county superintendent of Utica, N. Y., as to the practical value of using on hilly roads and operating the steam roller and road scraper together County Superintendent F. G. Douglass of Canandaigua has given the result of his experience in the following letter, says the Good Roads Magazine:

William Pierpont White, Esq., Utica: Dear Sir—Your letter of yesterday received and would say that we have never had any trouble working the Buffalo roller on any hills that we have in this town. In regard to hauling road scraper with steam roller I would say that we always use the steam roller as far as possible to both scrape and turnpile our roads for the reason that the work performed with the steam roller is vastly better and very much cheaper. As to the comparative cost of doing such work with teams or steam roller, I will submit the following: Engineer, one day.....\$2.50 Two laborers, one day.....2.50 Coal and oil, one day.....1.50 Total.....\$6.50

Three teams and driver, one day.....\$12.00 One laborer, one day.....1.75 Total.....\$13.75

Comparing the above figures shows a saving in favor of the work done with steam roller of \$12.25 per day, which can be applied to cost of roller, besides having the work done in better shape than can possibly be done in any other way. Very truly yours, F. G. DOUGLASS.

## Embarrassing.

A funny story is going the rounds in which the chief actors were one of the judges of the high court and a well known barrister. During the hearing of a case the judge left his seat to look for a law book and for a few minutes was hidden by the screen. Just as he disappeared from view the barrister hurried into court and, seeing the vacant chair, remarked in a loud tone, with characteristic testiness:

"What! Is the old fool gone to luncheon?"

To his chagrin the judge popped his head around the screen and, with a smile that was childlike and bland, replied: "No—he has not gone yet."—London Tit-Bits.

## Getting Around Her.

"No," snapped the woman with the square chin, "I don't want no burglar alarms!" "Then the lady next door was right, I suppose," rejoined the agent as he turned to go.

"What did she say?" queried the square chinned female, somewhat eagerly. "Oh, she didn't say very much," answered the agent. "After purchasing two of the alarms she said it would be a waste of time to stop here, as you had nothing worth stealing."

"The impudent thing!" exclaimed the agent indignantly. "Here, give me half a dozen of them alarms!"—Chicago News.

## Har Train.

"How did the queen of Sheba travel when she went to see Solomon?" asked the teacher of her Sunday school class of little girls.

No one ventured an answer. "If you had studied your lesson you could not have helped knowing," said their teacher. "Now look over the verses again."

"Could she have gone by the cars?" asked the teacher, beginning to lose patience as the children consulted their books, but appeared to arrive at no conclusion.

"Yes'm," said a little girl at the end of the class. "She went by steam cars."

"Did she, indeed? Well, Louise, we would like to know how you found that out?"

"In the second verse," responded the child, "it says, 'She came with a very great train.'"